

Appendix D
Memo of Safety Considerations
on Build Alternative

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The purpose of the project is to increase the capacity of the roadway and to improve traffic flow. In almost all cases, a two-lane roadway converted to a multilane facility experiences an increase in crashes [ref. Highway Safety Manual Ch. 10 and 11]. However, the increasing demand for capacity necessitates the conversion. In order to mitigate the increase in crash frequency, LADOTD's Access Management Policy was implemented through the use of raised medians, right-in/right-out access only, and median openings allowing u-turns and left-in turns only.

The Highway Safety Manual estimates a reduction of 84% in total crashes when a limited access median is installed to replace a continuous two-way left turn lane on a 5-lane roadway. For example, a 5-lane roadway with an average daily traffic (ADT) of 20,000 vehicles per day averages 26.3 crashes per mile. For the same volume of traffic, a 4-lane divided roadway with left turn lanes averages 8.6 crashes per mile. Lastly, if the 4-lane roadway was divided with a limited access median, the average crash frequency would be reduced to 4.2 crashes per mile.

Louisiana DOTD's Complete Streets policy ensures our commitment to the development of a fully integrated transportation system that considers the safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities, which includes users of wheelchairs and mobility aids. The threat of being injured or killed while bicycling or walking across and along the roadway is a serious concern for many individuals and sometimes a very real problem that communities must face. In order to address these concerns, under Alternative D, a 6- foot wide sidewalk adjacent to the barrier curb would be constructed on the north side of LA 408 and a 10- foot sidepath offset 4-foot from the back of mountable curb would be constructed on the south side, for the portion of the project from Blackwater Road to Joor Road. From Joor Road to Sullivan Road the 6- foot wide sidewalk, adjacent to the barrier curb would be constructed on the south side of LA 408 and a 10- foot sidepath offset 4-foot from the back of mountable curb would be constructed on the north side. Under Alternative E, a 6- foot wide sidewalk adjacent to the barrier curb would be constructed on the north and south side for the entire length of the project. To provide additional pavement width for bicyclist it is proposed to have the outside lane widened to 14 foot, measured to the gutterline. Alternatives D and E were submitted, in the Alternative Analysis Memorandum, to the LDOTD as recommended to be carried forward in the Environmental Assessment.

Based on the LADOTD comments only sidewalks, adjacent to the back of curb, will be provided and are included in Alternative E. The recommended outside lane width will be 14 foot, measured to the gutterline. The proposed outside lane width satisfies the AASHTO Guide for the development of Bicycle Facilities.

A transportation system that is conducive to bicycling and walking can reap many benefits in terms of reduced traffic congestion and improved quality of life. Economic rewards both to the individual and to society are also realized through reduced health care costs and reduced dependency on auto ownership (and the resulting insurance and maintenance costs).

No portion of the project is currently considered an abnormal section. The proposed action will improve the level of service throughout the project.